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PAPER

C. P. Hill, Hillcrest Mines, Alberta.

1940

Bedgewick farmers are staking claims and plan to form a company and develop them. Samples of the gold gravel sent to Montreal assayed \$2 per cubic yard and some sent to Spokane yielded \$30 per ton. The report of the find caused excitement here, and many plan to investigate the report and stake claims if the prospects are good.

series.

learn.

The matters of chief importance taken up were the consideration of prices for No. 7 mine at Michel and for the new Bear Valley colliery in the West Canadian Collieries at Lilloet. The contract was renewed with the same company for the same period in the former and the full interest in Lilloet to inspect the work was a view to being prepared to act in the event of the company and formation being unable to agree on a fair basis. A suggestion as to a fair basis for agreement was made and where it was liked, but the company was unable to agree on a price without necessity for intervention by the board.

ST. PAUL TO VANCOUVER

"I expect to see through trains from St. Paul running to Vancouver over the Victoria, Vancouver & Eastern road before the end of 1909."

Patrik Welch, of Spokane, member of the firm of Foley, Welch and Stewart railroad contractors, who built the line from Marous, Wash., where it connects with Great Northern from Spokane through the boundary district and Spillane to Kerenows, made the foregoing statement, adding:

"The V. V. & E. has been completed as far as Kerenows and late this fall trains will be running to Hiedley, 26 miles farther. As work will be continued all winter we expect to reach Princeton in May. Then the task of building over the Hope mountains into the Fraser river valley will be undertaken and rushed to completion with all possible speed. It is a task to surpass the mountain jobs but I am informed that satisfactory grades have been secured."

If the prediction of Mr. Welch is realized it will mean that the Crows Nest railway in a very few years will be more quickly than anyone realizes—becoming the main line to the C. P. R. for while the road Mr. Welch speaks of, now being built through southern British Columbia to the coast is a Great Northern enterprise, the completion of the line and the establishment of through service to Vancouver from St. Paul would force the C. P. R. to complete its projected line through the same territory in order to successfully compete and that would mean a through service from St. Paul to Vancouver via the Soo and this line.

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